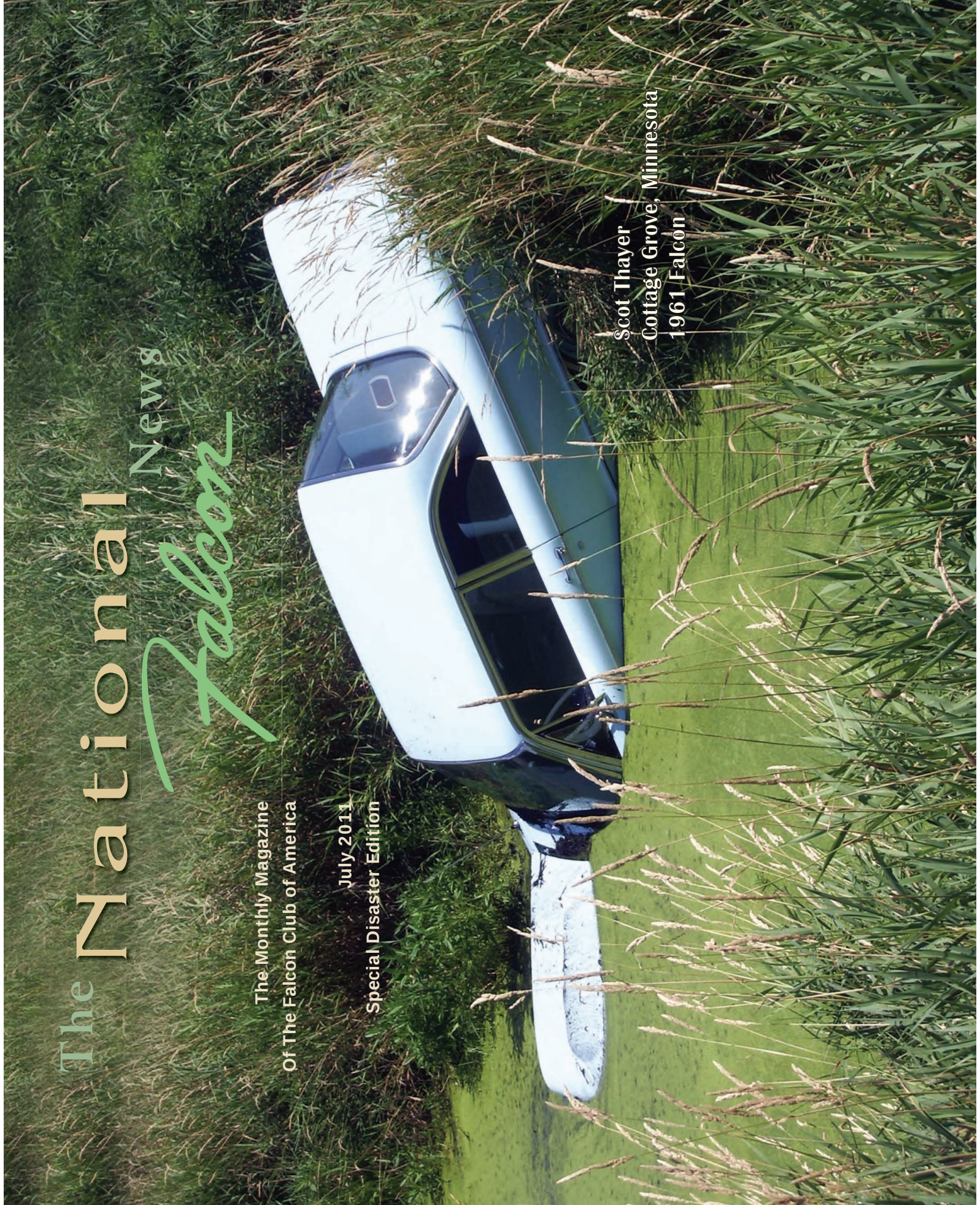


The National News *Falcon*

The Monthly Magazine
Of The Falcon Club of America

July 2011
Special Disaster Edition

Scot Thayer
Cottage Grove, Minnesota
1961 Falcon





The National Falcon News

July 2011

The Regulars

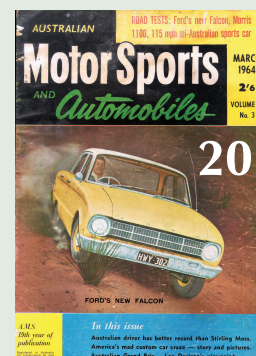
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Cover: Scot Thayer

Scot had an interesting and potentially disastrous adventure while traveling from the Dearborn National Meet in 2010. Read all about it beginning on page 15.

Special Disaster Edition

FCA Members Ron Talley and Scot Thayer both experienced disasters. In Ron's case, it was a natural disaster in the form of tornadoes in Alabama. He gathered his friends and equipment and threw himself into the relief effort, all the while reporting for *The National Falcon News*. Can you help? Contact a relief center in your area to see what is needed.

Scot Thayer is just happy to be alive after a second tire blowout led to him deep sixing his 1961 Falcon into a very messy pond. He had been thinking he needed a new Falcon project—now he has one!



When Disaster Strikes, FCA Members Pitch In...

By Ron Talley

Editor's Note:

Ron Talley (FCA #5068) of Birmingham, Alabama sent this account of giving back to the tornado victims of Alabama. He writes, "During the tornados, my family was all stuffed in a closet and listening to a radio. A tornado was headed straight to our location, but it leaped over our community and hit the next one! It is really terrible here. Television cannot capture the real tragedy. We got our power back many days later. I want to organize a challenge to all car clubs to bring their trailers and trucks to help in the cleanup. We need trucks and trailers, muscle and gas to run those big Fords! I have my Falcon Club of America and Southern Coast Falcon Club magnets on my truck doors. Can you help?"

WHO

Ron Talley #5068, Birmingham, Alabama
Falcon Club of America/Southern Coast Falcon Club

Ricky Richerson #8626, Spanish Fort, Alabama
Falcon Club Of America/Southern Coast Falcon Club

Robert C. Williams, Birmingham, Alabama.
International Council of Corvette Clubs (ICCC)

Don Dukes, Baldwin County, Alabama
Baldwin Heating and Air Condition (Father)

Steve Dukes, Baldwin County, Alabama
Baldwin Heating and Air Condition (Son)

WHAT

Tornado relief efforts by members of Falcon Club of America/Southern Coast Falcon Club and International Council Corvette Club.

Ricky Richerson made contact with me by email and then a follow up call to see just what was needed to help with this relief effort. He explained that pickup trucks, chain saws, bottled water, fuel, lots of strong backs and any tractors with front loaders were essential. This gave me the starting point necessary to begin. I contacted some friends and started the journey with a camping trailer and one tractor, followed up with a second tractor and trailer and two other friends, Don and Steve Dukes of Baldwin Heating & Cooling. Other donations included 100 gallons of fuel and fuel gift cards from North Baldwin Utilities. We also received cash donations from Mr. and Mrs. Jay Williams of Delaware and from Air Equipment Company in Boise, Idaho, as well as other personal donations. Mrs. Kim Coaker of Kentwood Water in Mobile donated twenty cases of bottled water.



—Continued on page 4

When Disaster Strikes, FCA Members Pitch In...

—Continued from page 3

My friend, Robert Williams of International Council of Corvette Clubs volunteered to join us in the name of ICCV to form a disaster relief team operating out of Northpark Baptist Church in Clay, Alabama. Northpark Baptist Church is a member of the Baptist Disaster Relief Organization. I found them via a United Way help call center.

A typical day on the job consisted of loading trailer loads of water, Gatorade, food and clothing; delivering them to the different disaster relief locations. After that, it was on to tree and debris removal from houses and properties on a grand scale involving long hot hours. Each day we were joined by different volunteer groups from all over the country; football teams, mothers, fathers, office groups, school and church groups.



—Continued on page 13

Ron and his crew arrive at the scene, ready to help.

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Classified Advertising

How to Advertise in The National Falcon News

Email your classified ads to: wcrosby62@sbcglobal.net

VERY IMPORTANT! Please punctuate and capitalize correctly. The time saved by email is wasted when every word of the message has to be corrected. See example below. Many thanks to those observant folks who read the ads, see how they are formatted, then send in their ad to fit the formula. This is a great timesaver and is very much appreciated.

PLEASE MAKE YOUR AD LOOK LIKE THIS...

1964 Falcon Futura. Some rust on floor pans. Needs restoration. Excellent glass and trim. \$2000 OBO. Joe Falcon, 555-555-5555 or 123falcon.com. PA.

NOT LIKE THIS...

' 64 ford falcon Futura fr sale .sum rust on flr pans , needs restored ,xclnt glas and trim. \$ 2000.00 o .b .o . call joe falcon at (555)-555 5555 or email me at 123falcon.com. Eastrn pennsylvania

To Advertise: FCA members are entitled to two free ads per issue (**limit 50 words per ad**). Each ad must appear in a different section of the Classified Ads. Additional ads per category are \$10. each. Ads with photo are \$20. The FCA will not be held responsible for errors (legitimate errors will be corrected in the next issue when requested). All ads for the classified section must include a members name, location and FCA # to be considered a free ad. All items advertised for sale must have a price. **Ads to run in more than one issue must be resubmitted each month.** Non FCA member ads are \$10. each. Ads must follow the same guidelines as member ads. Picture ads will be an additional \$20. per picture. Payment must accompany the ad, with check payable to the Falcon Club of America. **All ads must be sent by mail or e-mail to the Editor, Wendelyn Crosby, 16318 Riggs Rd., Stilwell, KS 66085. NO PHONE CALLS OR FAXES FOR ADS — NO EXCEPTIONS!** If you have Internet access, please email ads to wcrosby62@sbcglobal.net. Ads must be received by the **first of the month for the following month's** issue. The FCA reserves the right to refuse advertising from any person or business.

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Falcons For Sale



1968 Falcon Futura sedan, white/bronze, white interior. 63,000 original miles, 289, 2-V, C-4, factory air, power steering. This very clean Southwest car has zero rust, recent brakes and new dual exhaust. It is in fine daily driver condition. \$4500. Ask for photos. Cliff, 575-585-5545. NM.



1966 Falcon. Two door, 46,000 original miles. Original 6 cylinder and transmission. Beautiful Ford blue paint, two dime size bubbles on rear wheel area. New items: blue carpet and insulation, three point seatbelts, flasher switch. Front end work: two new ball joints, control arms, tire rod ends, adjustable sleeve, two new Monroe shocks, two inner tower ends, two front springs, newly aligned. All

new brakes, shoes, lines, master cylinder. Original glass, no scratches. Four new P205 tires, 14" 4¼" four lug rims. Engine: Flame thrower III coil, Pertronix breaker, less ignition, new intake manifold gasket, new neutral safety switch and mounting kit. Reconditioned original AM radio, new rear speakers, FM/iPod converter under dash. \$7500. Mark, 773-806-9047 or macombkid@woway.com. Chicago.

1965 Falcon Futura wagon, 289 V8, automatic transmission, AC (not working). Missing "FA" gas cap. Same owner for 25 years. Daily summer driver but needs restoration. \$4500 OBO. Andre Quetel, 802-377-7422. VT.



1965 Falcon Ranchero, 302 CID, C-4 Auto, Vintage Burgundy with White Interior. Very Clean and Complete. \$13,000 Steve Bumpas 559-737-1315 or email swbumpas@yahoo.com for more info and photos. CA.

1965 Sprint 289 V8 with bucket seats black inside and out. I am the original owner. The car was totally restored in 1985. After restoration it was driven to car shows and in parades. It has been in storage for the last 7 years. Due to age and health, it is time to part with it. The car is totally stock and looks sharp. It has no rust and is ready to enjoy. Call for more details. \$ 7,000. John at 941- 626-1550.

1965 Falcon HT, highly modified 250-6 w/3-Webers, T-10 4 speed, disc brakes, new interior, solid but needs paint, \$9500 OBO, Bill 724-942-4877. Email for specs and pictures; wonorcutt@comcast.net. Washington, PA.



1965 Ford Falcon Futura Sprint Convertible. 289 C.I./225 HP. C4 Automatic Trans. Total frame off restoration. 55,000 miles. A.C., P.S. Immaculate California "Black Plate" car. No detail left undone. A must see show stopper car. One of 300 built. Less than 20 left. Plenty of other photos available upon email request. \$35,000. Brian, 617-513-1267 or katebliar47@aol.com. Boston, MA.

1965 Falcon Hardtop, solid body, no rust out. Correct 289 V8 4 barrel with cam; runs strong. Unknown auto transmission with floor shift leaks. Good glass

and trim. Needs restoration completely. \$3000. with extra parts included. Can email pictures. Call Wayne at 865-856-3030 near Knoxville, TN.

1965 Ford Falcon Sedan Delivery, \$4000. 1965 Ford Falcon Futura HT, \$1200. 1965 Ford Falcon Futura H/T, \$600. 1968 Ford Falcon 2 door sedan, \$500. 1965 Ford Falcon 2 door H/T, \$700. 1960 COMET 2 door V8, \$800. 1976 Ford Ranchero GT, \$7500. Call or email Don Branson, 4097 Hwy T, Marthasville, MO 63357-2019. 636-228-4501 or dbranson@mail.win.org.

1964 Ford Falcon Standard Station Bus, E11TH560612. 6 cylinder, Category 5: restorable. Improvements include bored and rebuilt 200 CID engine, all brakes, lines, cylinders new. New drive line joints, rear axle seals, everything mechanical has been replaced. Some rust, damaged driver door, have replacement door already painted. Glass good. Has approximately 30 minutes idling time on engine. Some extra parts. Tires shot and no battery. \$2000 OBO. 208-722-6477. Ask for Bob. ID.

1964 Falcon four door Futura. Great for spare parts. All trim and glass in good shape. Body panels have minor dents and some rust on doors. \$500. Kevin Milstead, 228- 860-3229 or kmilstead53@yahoo.com. MS.

1964 Sprint Hardtop. Restored project started with many new, reproduction, and used parts. Rebuilt engine, .030 over, 302 crank, '67 heads with large valves, all trim, NOS grill still in box, 14 inch five spoke cragers, Granada front discs. Asking \$7500. Leon, 775-857-1039 or hiwheel@nvgbell.net. Reno, NV.

1963 Falcon Futura. Red two door hard top. 122,000 original miles. Stored indoors. Car is original and has been restored. Six cylinder motor, bucket seats, new tires, a/c. Asking \$10,000 OBO. John Prosje, 954-467-8371 or kelaautoaircondit@bellsouth.net. Fort Lauderdale, FL.



1963 Falcon four door. 170 cubic inch, 6 cylinder. Automatic, all original. No rust ever. 38,000 miles. \$6500. Call Harold Estes, 518-568-7161. NY.

I have a 1963 Ford Falcon Convertible for sale. I am representing this car for its long time owner. It is an exceptional automobile and has never rusted. It also has A/C. Please review the photos at the link below and I am sure you will agree it is a fine automobile and is reasonably priced at \$19,500 and its located in Rhode Island. Tom Laferriere, 401-651-2295 or tomlaferriere.com/1963_ford_falcon_convertible_for_sale.htm. RI.



1963½ Ford Falcon Sprint convertible. Rebuilt 260 V8 with less than 100 miles. Two speed automatic, rebuilt. Mechanically sound. New convertible top. Paint in fair condition. Interior needs some work. No modifications except master cylinder. Shop and owner's manual. \$10,000 OBO. Brad Brock, 520-296-0371 or falcon@bradbrock.net. AZ.

1963 Sprint Hardtop. Cinnabar red with ivy gold interior. C4 (2:79 axle) coupled to a 260 4 barrel. Global West suspension. Quick steering. Front disc brakes. Dash clock. Original black California plates. More. All original parts. Ask for any details. \$15,000. Ray, 530-626-1640 or Sprint@gotsky.com N CA.

—Continued on page 9

PRESIDENT'S MESSAGE: CHUCK BEASON



President Chuck Beason with grandson Alex Hightower at Dearborn Nationals in 2010

Carolyn and I are making our last minute preparations for our annual trip to the Falcon Club of America National Convention. We're both excited about the trip, getting to see our many Falcon friends and we are really excited to be visiting Colorado once again. The members of the Mile Hi and Wild West Chapters have been very busy planning a great weekend for our 32nd National Convention of the Falcon Club of America. They are promising great weather for the event.

Our Club Store Managers, Bonnie and Mary are planning to have some new merchandise available again this year from our Ford authorized supplier. The Club Store is slowly making it back with the help of Cliff, Mary and Dave, and of course the Membership for supporting the Club Store with your purchases. Stop by this year to visit the Club Store and say thanks to Bonnie and Mary.

Our thanks to the Central California Falcon Chapter and the Southern California Falcon Chapter for hosting the 2011 Pacific Regional Meet in Bakersfield, California. We always enjoy visiting our Falcon friends in the Pacific Region and enjoy their warm hospitality. Don't forget there are several Regional Meets scheduled for the remainder of 2011 in August and September. Check the schedule of events in the National Falcon News and the Events page of www.falconclub.com for more information and registration forms. Don't forget the other events around the country that groups of FCA members attend with their Falcons.

Remember, take a kid to a car show this year!

—Chuck & Carolyn

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Classified Ads (con't)

—Continued from page 7



1963 1/2 Falcon Sprint convertible. 43,000 actual miles, Rangoon Red with clear coat, new red full interior and white power top, professionally rebuilt. 260 V8, re-plated engine chrome, new pony 2v, remanufactured. C4, 2.79 Rear, new 14" wsw, new front disc brakes/dual master, new shocks, rear brakes/springs, bearings, seals, gas tank, exhaust, replated instrument cluster/knobs, Ford Deluxe AM radio (AM/FM under dash), Sprint tachometer. Everything works well! A show winner! Drive home with confidence! Asking \$29,500. More photos on request. Allen, 952-393-8337 or ahi777@aol.com. MN.

1963 Falcon Futura convertible, \$8500, Drives great. Yellow with black bench interior, 170 automatic. Many new parts and good original trim. Deluxe wheel covers, older top 1987. New radiator, complete exhaust, and tune up parts. Had at 50th in Michigan. Can e-mail photos. Rob Longfellow, 734-282-1163 or rob-classes@msn.com. MI.



1963 Sprint Complete including factory sprint tach, V8 automatic, Good glass, bucket seats, console, AC, also have current tag and title. The car is a true sprint and it also runs!! Very complete car needs total restoration. More photos available \$3,750 OBO. Ron Mixon 405-226-6894. OK.

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1962 Falcon two door sedan. It has a 1961 grille and front bumper. This car was completed 10 years ago. I put about 2000 miles on this car in those 10 years. The body is good and solid with no rust. The engine is a 351 Windsor, bought new, in a crate from Ford. The frame is full, front to back, with a full roll cage. It has a Mustang II front end and a narrowed 9" rear end (4:57 posi) and a four link suspension. It's a C-4 automatic with a Hurst QuarterStik shifter with a Line-Lock. Both the driver and passenger seats have Simpson five-point harnesses. Disc brakes; Mustang II in front, Continental on the rear. Aluminum radiator and Optima battery. 15 gallon fuel cell in the trunk. The car has a clear title. Reason for selling; it's time to move on, time for a change. I want to buy a different car to enjoy as much as I did this one. This is a fun, great looking, running and driving car that gets lots of attention. I will answer all questions. John Erickson, 402-203-0408 or johnerickson54@yahoo.com. Asking price; \$40,000. NE.

1962 FORD Falcon Tudor, 170 C.I. Six - Automatic transmission and back-up lights. Car is in near-mint condition. Owned it since 2006 and it has just over 22,000 ORIGINAL miles. Engine was modified in 2002 to burn unleaded fuel and that same year, a new fuel tank and float, new disc brakes and a complete exhaust system were installed. I've since also installed a new exhaust manifold, master cylinder, brake lines, fuel pump, shocks, tires, battery, radiator, hoses, belts, head lamps and other parts, and had the transmission serviced. Paint: Repainted before my ownership in its original color - Silver Moss (Light Green). Very straight and all body parts are original. Glass: original and intact. Chrome Trim and Bumpers: Great to near perfect condition. A binder containing the car's lineage and repair history is part of this sale. No warranties are expressed or implied. Car is ready to drive anywhere! Asking \$8,000 OBO. E-mail Paul at Falconfan62@verizon.net for pictures and answers to any questions.

1962 station wagon with wood grain and roof rack. Red factory bucket seats, console. Also 1965 station wagon, a plain Jane, glass knocked out in sides. Also lots of parts, hoods, etc. Stanley Sioux, 570-538-3464.

—Continued on page 10

Classified Ads (con't)

—Continued from page 9



1962 Ranchero. Health challenges stopped restoration. 5.0 throttle body FI, AOD transmission, Granada front disc brakes, 8" rear end and 15" x 7" chrome wheels. Many new and used parts including 19 91 Mustang 5.0 roller motor with multiport FI. \$4,950. Call Ken for details: 317-387-9470 or fanclan@sbcglobal.net. Indianapolis, IN.

1961 Ford Falcon two door. 22,000 original miles, silver in color, great car drive any where. New tires, re cored radiator, rebuilt carb, new hoses, belts and more 5,500.00 Write fordalcon68@msn.com for pictures or call 260-482-7399.

1961 Deluxe Ranchero, (red of course) 144 with 3 speed column shift, restored, been to several car shows, \$9500, fun little unit, 1962 sedan delivery (red, of course) 200 w/four speed. Dual exhaust, \$8800. Contact Terry, 715 498 7229 or terrydalsky@yahoo.com. WI.



Bad health forces me to sell my latest restoration project, a 1960 Falcon two door Ranch Wagon. Original 144 CID engine runs fine. All mechanical, body and three stage paint work done by professionals. Needs some finish assembly be be show class. I have all the parts to finish the car. Price is what I have invested, not including labor. Located in NW CA, originally from dry Warm Lake County, CA. It had only minor rust and no bends. Stripped and primed and painted metallic blue, near factory color. Call for more info, photos available. All

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1961 Falcon Ranchero. From Southeastern U.S. 144 cu. in., three speed standard. Restoration started. Soda blasted. Needs some body work. Drive train okay. Complete new interior and many other parts (\$1600). Glass all good. Have spent over \$4300. Pictures by email. \$2500 OBO. Delivery possible from Southern Ontario. Guy Winterton, 705-748-3491 or g-winterton@cogeco.ca. Canada.



1961 Falcon four door wagon. Gas mileage special: rebuilt 170, 4 speed overdrive transmission, 3:55 Maverick rear axle. Many new parts on a good, solid Colorado body. \$3500. OBO. For a complete listing of work, new parts, and detailed pictures email or call Lenn Kellogg at Kellogg's Garage. lenkellogg@lpbroadband.net, 970-593-1964. CO.

I have three Econolines. One pickup has good glass except for cracked windshield.

Good chrome front bumper. Second pickup has good glass. No tailgate. No seats. Third is enclosed Super-Van. Good glass. No instrument cluster. All rusty. \$2500 for all three. Call Royce Jordan at 229-881-2867. Sylvester, GA.

Two Falcons for sale. It's time for someone else to play with my toys. They need a good home! White 1963 Futura hardtop six cylinder (170), black buckets and console w/clock in excellent shape. The other one is a black 1961 Futura Sedan clean, red bucket seats with console, solid project car. Both garage kept. I also have a few pickup loads of parts: bumpers, fenders, doors, grills and a lot more in boxes. I am selling this as one unit for \$12,000. Sorry, But I will not sell individual parts. Allen Scheel, Create -A-Curb, 302-252-5410 or Allen@cacurb.com. DE.

Miscellaneous For Sale

Falcon: The New Size Ford, illustrated book by Ray Miller. Clean and complete with original jacket. \$30 + shipping. Ron Winkler, 775-356-7313. NV.

Shop Manuals by Ford: '60-'63 \$34.95 '64-'68 \$49.95 ea. '69-'70 \$59.95 ea. '63 Owners Manual: \$14.95 Part Interchange Manual: '60-'65 or '63-'70 \$39.95 ea. Falcon 140 page Road Test book '60-'70 \$19.95 Hardcover Falcon history book \$39.95. Alex Voss 4850 37th Ave. So.

Seattle, WA 98118. 206-721-3077. Alex@books4cars.com.

RANCHERO TONNEAU COVERS: After much diligent searching, a little luck, and some help from FCA members, I can now announce that fiberglass tonneau covers are now available for 1960 to 1965 Rancheros. These are made by former Protect-O-Top employees using the original molds so they fit perfectly. This is probably your last chance to purchase one of these tops. Due to the high cost of mold production and limited demand, it is unlikely that these will ever be available again. Price will be \$900. This includes the top, the filler panel, all hardware, and printed instructions. Please contact Roy at 925-366-7555 or mercuryfree@earthlink.net if you are interested.

KEYS. NOS (Original) Keys and Gold Plated Keys for Falcons and all Ford Models. Many of those hard-to-find keys and lock cylinders. Keys cut by code, inquire with Year, Make and Model. We stock POR-15 Restoration Products.

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Hobby, not junkyard. Watsonville, PA 17777. Close to Rt. 80 and 180, exit 212, 60 miles north of Harrisburg. This was a car club that folded. Cars are not parted out, this is not a business. Lots of items including 1962 Falcon station wagon with bucket seats and console, and 1962 Falcon station wagon. Much more, including Mercury, Galaxie, Ford, Oldsmobile. Call for info: 570-538-3464.

The Ford Falcon Six Cylinder Performance Handbook web site has a new URL. <http://www.falcon6handbook.com>. Order your copy there. The Handbook has 107 pages on how to get more power out of your Falcon six. There are engine specifications and modifications; staged performance upgrades; and lots of "How To" information. Dennis Schjeldahl. ID.

Miscellaneous Wanted

Looking for 1963 Falcon promotional toy. Must be in good shape. Any color but red. Contact Elroy Zimmerman, 208-453-5139. ID.

Falcons Wanted

Wanted: 1965 Ranchero. Paint, trim and upholstery unimportant but must be mechanically sound and without major damage. I joined FCA specifically to find a daily driver from a trusted source at a reasonable price. Bernie Powers, gbpowers@aol.com (subject: Ranchero) or 904 387-9990 (9-5). FL.

Looking for a 1965 Futura station wagon or 1969 Futura or a 1960 Falcon two door. Looking for something that needs work. Michael Murphy, 716-883-3689.

1963½ Falcon Sprint Convertible Prefer #1 or #2 with power steering and four speed; will consider automatic. Contact

—Continued on page 12

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Classified Ads (con't)

—Continued from page 11

Joe at 563-370-9994 or joni67@mchsi.com. IA.

Parts For Sale

Brand new fan shroud with brackets from Dearborn Classics. \$80 value, only \$40 delivered. Pairs of good used tail light buckets and headlight doors for a 1964 Ranchero. No dents. All four pieces for only \$60 delivered. Call Joe at 630-469-6899. IL.

Rebuilt 170 engine ready to drop in, \$400. Fordomatic transmission, works great, \$200. Five four lug 13" new wheels and tires (about 200 miles) \$250. Six cyl. four lug rear end, new brakes, \$100. Four lug nine inch front hubs, new brakes, \$75. Dean Abbott, 260-982-2328 or 260-578-2328. IN.

A matched pair of front coil springs for Falcon sedans and Rancheros, 1963-1965 with V8 engine. \$50 + shipping. One crankshaft harmonic balancer for a Ford 289 engine, 1964-68, "New" Summit #SUM-163289, \$35. Plus shipping. Ron Winkler, 775-356-7313. NV.

Excellent parts from original 1964 Falcon convertible. Auto trans with converter, rebuilt, \$200. Rear end with new brakes, drums and carrier bearings - \$150. One pair four lug front spindles and drums with new brakes - \$75. Five 13" four lug wheels and tires - \$80. Front bench seat with tracks - \$150. Heater assembly with controls and panel - \$100. Call Wayne at 865-856-3030. Near Knoxville, TN.

1960 thru 1965 set of full floor pans for sale. Right and left side, \$200 for both. Bought from Dearborn Classics and sold car before I could install. Rob Longfellow 734-282-1163 e-mail: robsclassics@msn.com MI.

Kellogg's Garage Summer Special: Cars For Sale. 1965 Futura four door wagon,

289, auto, air, power steering, \$2995. 1965 Ranchero, 302, 3 speed, \$2995. 1965 Comet 404 four door, 289, auto, power steering, \$2495. 1965 Falcon two door sedan, 200, 3 speed, \$3995. 1965 Falcon two door sedan, 302, 3 speed, \$1995. 1963 Falcon four door, 170, 3 speed, air conditioning, \$1995. 1962 Futura, 260, four speed, \$3495. 1962 Sedan Delivery, 200, 3 speed, \$2495. 1961 Falcon four door wagon, 170, four speed overdrive, \$3495. Detailed pictures on request. See these cars live and in person after the Nationals, July 17-19. Call or

email Lenny Kellogg @ Kellogg's Garage. lenkellogg@lpbroadband.net, 970-593-1964, CO.

Falcon Parts For Sale: Large 27-year collection of good used Falcon Parts for reasonable prices. Also some parts for Comets and Fairlanes. Fiberglass front clips new for 60-61 Falcon race cars. Held on with pins. \$650. Call or email for availability and prices. Don Branson, 636-228-4501 or dbranson@mail.win.org. MO.

—Continued on page 21

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When Disaster Strikes, FCA Members Pitch In...

—Continued from page 4

Ron's F-250 also served as a onsite first aid station for any injuries, having served as a Combat Medic in Vietnam. Fortunately, we only had three cases of small scratches!

It was long tiring work, but very rewarding knowing that we were doing a small part in helping people recover and get their lives back together.

WHEN?

The tornados started in the morning on April 27, 2011 and continued until late that evening. Rick and his crew arrived on Sunday April 30, ready to go. Our first work day was Monday, May 2 thru Friday, May 6. The following week we worked May 9–13. During our relief efforts, Rick's tractor blew a hydraulic line and tube so we had to shut down. When we went to the tractor dealer for a replacement part, we were informed that the part had never been stocked! Rick had to have a replacement line custom made. After the repairs were made, Rick returned to Birmingham on May 22 and put in another week of work.

WHERE?

Jefferson County (Birmingham, Pleasant Grove, Pratt City, North Smithfield, Fultondale), St. Clair County (Shoal Creek), Odenville, Alabama.

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When Disaster Strikes, FCA Members Pitch In...

—Continued from page 13

WHY?

On April 27, 2011, Alabama had 35 tornados on the ground at the same time all over Alabama. All tornados were of F-4 and F-5 strength and averaged one mile in width. Wind speeds were right at or over 200 miles per hour while the tornados were traveling 120 miles per hour.

Widespread destruction, death and injury prompted the call for disaster relief and recovery. I was just thinking of how I could help. I knew that I had a big Ford F-250 pickup truck and my Falcon trailer, which could be used to haul supplies and debris. I thought again about my fellow Falcon and general car guys and gals who also may have trucks and trailers or more—and issued a challenge to my fellow Southern Coast Falcon Club members by contacting Larry Blum. I also sent FCA Newsletter Editor and good friend Wendy Crosby the same challenge.

Fellow Southern Coast Falcon Club member, Ricky Richardson and myself have been volunteering for cleanup duty. We have all of our FCA gear on, Ford stuff and of course FCA logo on our truck doors. There will be a need for volunteers and donations for a very long time!

If you can join the relief effort in Alabama or Missouri, where tornados struck after Alabama, please contact your local relief center and tell them what vehicles you have and what you can do.

They will make sure you are put to work!

Ron Talley (FCA #5608) is another one of the Editor's favorite people. He and his wife, Pearlle, live in Birmingham with their souped up, eye catching 1965 Falcon Sedan Delivery.



It's Great to be Alive!

Doing the Dearborn Splashdown in a 1961 Falcon

By Scot Thayer

One of the best parts about being involved in a club like the FCA is listening to and sharing our Falcon related and life experiences. This story is important enough to share—if it prevents just one person from taking the risks that I took during the 2010 FCA Dearborn Nationals, it was well worth the effort.

My name is Scot Thayer, a Falcon Club of America member since approximately 1992 and am currently Vice President of the Northland Chapter based in Minnesota. I'm a resident of Cottage Grove, Minnesota, and the father of two wonderful grown daughters, blessed with gainful employment in equipment design for 3M Company. On a personal note I have been experiencing a painful separation and divorce, but my strong faith has very thankfully been carrying me through to healing. This said, an escape to the 2010 FCA Dearborn Nationals was exactly what the doctor ordered.

My present Falcon is a baby blue 1961 two door Deluxe sedan, restored and modified by FCA member Ron Bonnell of Decatur, Alabama. Modifications include a "Sleeper" theme (stock looking with subtle performance related visual changes), modified 300 inline six with RayJay turbocharger, toploader 4 speed, 9 inch rear end, V8 suspension and Granada disc brakes.

Ron builds a very robust car; I purchased it from him in May of 2008 and drove it home 950 miles trouble free. This car is FUN to drive. Routine maintenance and winter storage have been all this car has needed.

Not wanting to take credit for Ron's fine work, I registered it for the 2010 Nationals in the Display Only" class...and having acquired an itch for a new Falcon project, the car was put up for sale. Transportation intent was to team up with my brother Mark, rent a trailer, and use his O. J. Simpson white '95 Bronco



to pull the car to Dearborn in relative comfort. About a week before it was time to hit the road, Mark had some hot job prospects appear and he decided to back out from the trip. The car had been used very little over two years of ownership so I was a bit hesitant, but decided to give the car a mechanical once over and drive it to Dearborn. Money saved from no longer needing a trailer was applied to a special treat—a Lake Express ferry boat ride across Lake Michigan.

The pre-trip mechanical once over was routine; it included flushing the antifreeze, changing the oil, checking lube levels, packing wheel bearings, checking the brakes, and rotating the tires. The tires were well beyond expert recommended replacement age, but there wasn't time to research, locate and buy new white wall tires, so I decided to throw caution to the wind and drive on the old tires. After all, this was a round trip of only 1300 miles, certain-

ly those old tires would be okay—or so I thought.

Day One of the trip to Dearborn was very relaxing and uneventful. Meeting up with the Northland Chapter's Dash To Dearborn caravan. Mike, Toni and Zach Sullivan, Roger and Marva Rae Parks, Bob and Patti Cajune, Mike Conmy, Ralph and Amy Marquardt, Roy and Kathy Lang all drove together to a point in Wisconsin where they headed north to meet up with additional members Bill and Carol Bell along with Randy Rowell and his daughter Signey. The caravan took the route via the Upper Peninsula while I headed to Milwaukee to catch the ferry across the big pond.

Day Two of the trip started out very well. The ferry boat ride across Lake Michigan was very fun and relaxing. As the heat of the day kicked in, the final run from Muskegon to Dearborn was not without problems for me and for our Upper Peninsula caravan comrades. Via the magic of texting, I learned

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It's Great to be Alive!

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that Mike Conmy's car wasn't running well.

Just west of Lansing along eastbound I-96 my right rear tire failed. It delaminated but held air and did not come apart, so I was able to exit safely into the small town of Eagle. My spare tire consisted of a period correct F78-14 bias ply tire. It was considerably taller than the radials being run on the car and I figured that the diameter difference could potentially raise havoc on the Traction-Loc differential. A kind local person directed me to a small tire shop in town. The car was outfitted with a new blackwall radial tire of the correct size, plus a new spare, just in case of another tire failure. I was good to go for tires—or so I thought. Upon arrival at the Dearborn Nationals, the car emitted an unnerving puff of white smoke while idling. I monitored the cooling system closely over the next couple of days while enjoying the activities.

The Nationals were nothing short of spectacular! Meeting people, walking the show field endless times, visiting the Henry Ford Estate, Fair Lane, and the Henry Ford Museum—all top notch. The best part of the Nationals was the parade to and from and driving on the Ford Proving Grounds. Northland Chapter member Allen Wehr was my passenger for the Proving Grounds cruise. We had a good time and I discovered a new brother in Christ.

The only decent ferry boat opening available for my return trip was at 1:45 PM on Saturday of that weekend, so unfortunately it was time to get moving on Saturday morning. I was concerned about the car's minor cooling system issue, so checked with Ron Bonnell for ideas. He suggested that any time he builds an engine he uses Bars-Leak in the cooling system. I had flushed the cooling system prior to the trip, so it made sense that perhaps I had flushed out any traces of remaining Bars-Leak



Ferry ride was uneventful and fun



Trip to the Ford Proving Ground was a highlight

Doing the Dearborn Splashdown in a 1961 Falcon

from the original build. Knowing that, I procured a fresh bottle of Bars-Leak and spent a good part of Saturday morning siphoning the radiator to make room to add it to the cooling system. After taking care of that task, I can recall looking at the left rear tire, wondering if it should be changed before the trip home. Figuring the chances were slim for another blowout, I headed home without changing the tire.

I hit the road around 10:30 AM Saturday, planning to arrive in Muskegon with plenty of time to spare for catching the boat back across the big pond. The first 40 miles or so were nerve-wracking; it was going to be a hot day and I was concerned about the cooling system holding together. By around mile 45 the engine temperature stabilized; the Bars-Leak had done its job and I was feeling confident about finishing the trip without a problem.

What happened next was very fast and nothing short of a God given miracle. Around mile 50 of the trip, westbound on I-96, about 15 miles east of Lansing at Nicholson Road, another tire failed. Travelling at approximately 65 MPH, I heard a fast and wild flapping noise, followed by the car going into an uncontrollable fishtail. My Minnesota winter driving instincts kicked in and I threw the car into neutral, hoping to aid in stabilizing the fishtailing. It didn't help. The left rear tire failed—the one I did not change just an hour previously—this time delaminating and flying apart. The flaps binding up in the wheel well caused a braking action that also transferred into the right rear tire due to the Traction-Loc differential. As the car hit the ditch, missing a guard rail by about 20 feet, I prayed to God, telling Him that I was prepared for any outcome, including meeting Him.

As the car rumbled over tall grass, it stabilized. My next flashing thought



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Splashdown

It's Great to be Alive!

—Continued from page 17

was “a tow, a new tire, and I’ll be on my way.” That’s when splashdown occurred. The car went nose first about four feet deep into a drainage pond, the engine squealed and died and the hood flew open simultaneously. There I sat without a scratch—God had bigger plans than for me to die in a senseless wreck that day. A witness ran down to where the car and I had come to rest. After handing him my suitcases, I climbed out of the car as it slowly filled with water.

A very kind Fed-Ex employee who had witnessed the whole thing stayed with me until someone from the county Sheriff’s department was able to arrive for the accident investigation and towing assist. Before the Sheriff’s Deputy arrived I put a call in to Toni Sullivan, who was still in Dearborn with the majority of the Northland Chapter. She put out word of my misfortune, and Cliff McKay kindly offered use of his F-150 to Troy Witt and Mike Sullivan for a rescue.

When the car was pulled from the mud it appeared remarkably straight—“project” entered my mind. It was towed to an impound lot in Fowlerville, where Mike and Troy rescued me and took a bunch of pictures. The car has the battery and solenoid mounted in the trunk and that had remained dry. Just before our departure, I decided to throw caution to the wind and try to start the car. It fired right up, so I shut it down right away to prevent any further damage. “Definite project material” I thought.

Thanks to everyone for your kind words of encouragement, including my Northland friends, Ron and Sandy Bonnell, Cliff McKay—thanks again for lending your truck, Cliff—and Steve Springer, who shared a death defying tire failure experience of his own.



Doing the Dearborn Splashdown in a 1961 Falcon

Special thanks to Roger and Marva Rae Parks, Mike and Toni Sullivan, and Ralph and Amy Marquardt in making room for a ride home with the Dash To Dearborn caravan. Most of all, I thank God for allowing me to walk away from a potentially fatal wreck without a scratch and not a care in the world. This experience could have been so much worse in so many different ways—it stressed the importance of faith, family, and friends. If I can offer any advice at all from this experience, it would be to replace your old tires, no matter how good they look. The time and money invested could save lives, including your own. In addition to that, take the time to stop and smell the roses. You just never know when your time may be up.

Stay tuned for a future article on my new project—The recovery and repair plan for a waterlogged 1961 Falcon.



Scot Thayer (FCA #5509) is Vice President of the Northland FCA Chapter. He was extremely helpful in compiling the winner's list and photos for the Falcons Fly North Convention in Minnesota. Anyone who has taken this on knows it is an exacting and time consuming task. Thanks, Scot!



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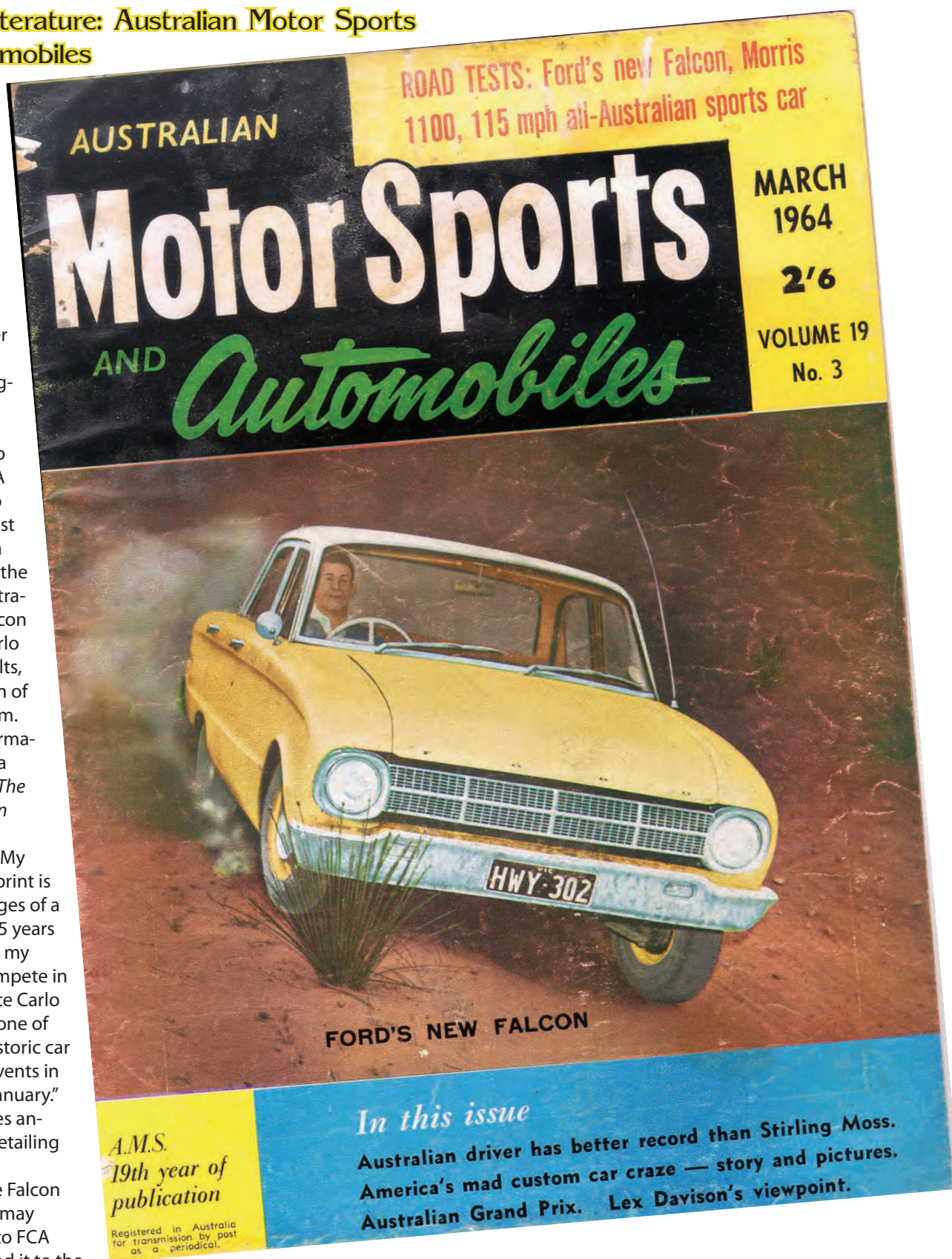
FCA Member Ron Sinclair found this magazine during a clean-out and sent it along to share with FCA members. Two items of interest are included; a description of the new 1964 Australian model Falcon and Monte Carlo Rally race results, with a mention of the Falcon team.

Further information will be in a future issue of *The National Falcon News*.

Ron writes, "My 1964 Falcon Sprint is in the final stages of a rebuild after 15 years in storage and my target is to compete in the 2012 Monte Carlo Historic Rally, one of the biggest historic car competitive events in Europe next January."

Ron promises another article detailing his time there.

Do you have Falcon literature that may be of interest to FCA members? Send it to the Editor. All material will be returned if requested and SASE provided.



Classified Ads (con't)

—Continued from page 12

ALL N.O.S. CODZ-3047-A upper control arm shaft kit, \$65. CODZ-3350-B steering arm & bushing \$75. CODZ-3049-A upper ball joint spindle support \$65. CODR-7A039-B trans. ext. assy., \$75. CODZ-1126-B rear brake drum \$80. CODZ-5630-C rear spring shackle kit, one pair \$40. N.O.S. parts: carb rebuild kits, part # CODZ-9A586-A & B, \$30.; exhaust hanger, part # CODD-5A283-F, \$15.; rear brake drum, part # CODZ-1126-B, \$80.; Autolite vacuum control, part # CODF-12370-A, \$18.; turn signal plate, part # CODF-13304-A, \$15. Much more. Keith Litteken 314-351-1789 or kslitteken@aol.com, MO.

Petronix system (includes coil). Purchased for a 1963 170 c.i, 6 cyl. And a new trunk lid gasket from Dennis Carpenter's. Chuck, 410-349-1649 or hisjunk@msn.com. MD.

1963 Falcon/Comet clutch equalizer bar (6 cyl), \$75. 1963/1964 Falcon/Comet T-10 4 speed transmission, (should be checked), \$399. 1964/1965 Falcon/Comet T-10 4 speed transmission, (should be checked) dual bolt pattern, \$499. 1963 - 1965 Falcon/Comet T-10 shifter assembly rebuilt, \$255. 1963/1965 Falcon/Comet shifter, new chrome, \$199. More Falcon parts, please call or e-mail with needs. Vic Falcone 518-355-7756 or Vfalcon64@aol.Com. NY.

Mustang II Front end kit. New ROD Custom 1970-1977 Maverick. Chrome manual rack tub A Arm 2 inch drop spindle. Could fit Falcon, cost \$2500. Will sell for \$1500. Bud Stull, 618-377-2717. IL by St. Louis.

V-8 arm and bushing \$175, license light \$20, temperature gauge \$75, temperature cable, \$30, quarter molding Futura \$135 ea., six cyl. standard shift radiator \$125, amber parking light switch \$50, left door handle convertible part #, \$70. Much

more. Frank G. Stewart, 440-282-6277. OH.

Parts Wanted

Wanted: Headlight rings for 1964 Falcon grille. Must be in good condition. Contact Sid at 775-852-2126, Email sidgesh@yahoo.com.

1963 Falcon Deluxe two door wagon parts. They must be in excellent condition either NOS or used: front and rear bumper, grill, h/l doors, parklamp/signal assemblies, hood chrome, side trim, bucket seats, power tailgate window parts, etc. Keith Litteken 314-351-1789 or kslitteken@aol.com, MO.

WANTED - The trim pieces that ran across the back of a 1963-'64 Falcon hardtop, and probably Comet, with a vinyl roof or (maybe) two-tone paint. This included three or four pieces, two plated corner pieces with three mounting lugs on the back that were located where the rear window meets the top of the rear fender, probably part #C3DB-63517A30 and 31, and either one or two stainless pieces that ran across between the window and deck lid. Call Glenn, 541-336-1100 or gh666@earthlink.net. OR.

Looking for an overdrive unit for a Fordomatic 2 speed automatic transmission. This unit was manufactured by the E.J.B Company of San Gabriel California in 1961. It was called "Honamatic" by the manufacturer and it bolts on to the rear end of the transmission. Please call Joe Tatti in Ontario Canada at 905-335-2834 after 6:00 pm EST.

Looking for the following original parts for a 260: Oil Filter Cap, Heat riser tube, PVC Valve, PVC hose, PVC Grommet, Two Barrel Carburetor Spacer kit, Water Pump Pulley, Crank Shaft Pulley, Fan Shroud, Clutch Equalizer Bar, Release Lever 61/2 inch, and a Muffler Inlet Pipe.

Robert L Carpenter Sr., 910-358-0790 or rlcarpenter@coastalnet.com.

Looking for an original V8 automatic 1964 Falcon radiator. Condition unimportant, as long as the top tank has the proper date code and parts identification. Radiator top tank must have an "11-63" date stamp and a "C4D_" or a "C4Z_" parts ID stamping. Roger Carter, rlcarter72@rconnects.com. OR.

Four 14" simulated wire wheel covers for 64/65/66 Falcon or 63/64 Fairlane, part number C3OZ-1130-K, red centers with Ford crest. Jim Elliott, jim_celliot@bellsouth.net, or 225-343-6900. LA.

A set of backing plates for a 1963 V8. Ed Watts, 856-589-5209 or falcon_1963@verizon.net. MD.

Trying to restore a 1963 Ford Falcon Ranchero that had a deluxe interior. Need the trim pieces for the padded dash, the trim pieces for the arm rests, the hook for the jack, and a good radio and antenna. Parts must be in good or better condition. No junk, I have piles of that already. Please contact Rana Schmitz, P.O. Box 6484 Bakersfield, CA 93386. 661-872-1527 or jschmitz@lightspeed.net.

Hi performance exhaust manifolds or headers for a 1999 5.0 Explorer engine with GP40 heads installed in a 1964 Falcon. Stock manifolds will not clear the spark plugs and the shock towers will not be altered. Please respond to Wayne Rolins at 865-856-3030. TN.



FCA REGULARLY SCHEDULED CHAPTER MEETINGS

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San Antonio, TX
 2nd Sun.-monthly
 Pig Stand, 1508 Bdwy.
 San Antonio TX
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Arizona Chapter
 Phoenix, AZ
 2nd Sat. except June,
 July, Aug. at Berge Ford,
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Louisville, KY
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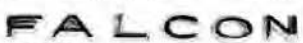
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Mile Hi Chapter Denver, CO

3rd Fri.—monthly
(303) 857-9360

Music City Chapter Nashville, TN

Monthly Meetings
Call for dates/locations
(615) 452-0321

Northeast Chapter New England

3rd Sat.—monthly
northeastfalconchapter.
com
(952) 334-1654

Northland Chapter Minneapolis, MN

2nd Sat.—odd months
(952) 334-1654

Rainier Chapter Seattle, WA

3rd Wed.—monthly
except Dec., Feb. Varied.
RainierFalcons.com
(206) 290-3093

River City Chapter Sacramento, CA.

2nd. Sat. even months
12:00 PM, Round Table
Pizza
1566 Howe Ave
Sacramento, Ca.
(209) 957-0974

So-Cal Falcons Pasadena, CA

2nd Saturday, bi-monthly
(805) 583-4403

Sooner Falcons Oklahoma City

3rd Sat.—monthly
(405) 820-4808

Sonoma County

Santa Rosa, CA
1st Thurs.—monthly
(707) 539-2860

Southeast Chapter Georgia

1st Sun.—monthly
(770) 887-6268

Space City Chapter Houston, TX

2nd Sat.—monthly
Prince's Drive-In, I-45 &
Fuqua; 6:00 PM
(713) 703-5110

Star City Falcon Club Roanoke, VA

Monthly meetings
Call for date/location.
(540) 254-1515

Virginia Falcons Richmond, VA

2nd Sun.—even months
(804) 739-1615

Wheat State Chapter Wichita, KS

1st Sat.—even months
(316) 838-7487

Wild West Falcons Chapter

Western Colorado
Meetings Quarterly
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Calendar of Events

AUGUST 12-13: FIFTH MASON DIXON CHAPTER REGIONAL

At The Ramada Inn Conference Center, 1700 Van Bibber Road, exit 77A off I-95, Edgewood, MD 21040. 410-679-0770. The rate if booked prior to 12 July is \$73 + tax and includes deluxe Continental Breakfast. The rate extends from 11-14 August for those of you wishing to tour elsewhere during your stay here. Places such as: Baltimore with its inner harbor charm, Washington D.C. and the many museums, or Lancaster, Pennsylvania and the Amish experience are all easy day trip possibilities. Your Meet Registration includes our hospitality room that serves enough goodies to keep you at the show vs. having to go somewhere for lunch. Games for the whole family on Saturday afternoon, door prizes, plus we will be having our legendary Ice Cream Social Saturday evening followed by the Awards Presentations. The awards are being done later than usual (8 P.M. or so) allowing everyone to make their own dinner arrangements. We will have info available for a few restaurants that are close by. If you would just like "fast food" there are a few of those within walking distance. As a point of reference for those who have never attended our Regional; White Marsh Mall/Outlet Center is about 8-10 miles south on I-95. Also we have a brand new Hollywood Casino located in Perryville, MD just a few miles north of our show site. This is shaping up to be a great event and we do hope you can come and enjoy the show! Use the form in this issue to register now!

AUGUST 20-21: 13TH ANNUAL NORTHEAST REGIONAL MEET

The meet will be held at the Publick House in Sturbridge, Massachusetts. See www.northeastfalconchapter.com for details. Use form in this issue to register now!

SEPTEMBER 23 & 24: MID AMERICA REGIONAL MEET, LENEXA, KS

The Overland Park Crowne Plaza Hotel, 12601 West 95th Street, Lenexa, Kansas, exit I-35 at 95th Street, Lenexa, Kansas 66215. 913-217-1000. The rate booked prior to August 24 is \$75 + tax. The rate extends from September 20-27, for those of you wishing to tour elsewhere during your stay here, places such as the Kansas City Downtown area, including the Power & Light District with its many restaurants and shops. Meet Registration includes our hospitality room which serves enough goodies to keep you at the show vs. having to go somewhere for lunch. There are also many restaurants nearby. We will have games for the whole family on Saturday afternoon, along with door prizes. We will be serving hot dogs, chips and sodas/water on Friday afternoon. There will be an Ice Cream Social Friday evening. Awards Presentations will be made on Saturday at 3:00 PM. Oak Park Mall is close by with a free shuttle from 9:00 AM until 5:00 PM. The hotel shuttle will take you anywhere within a 6 mile radius, and the World famous Bass Pro Shop is 4 miles away. This will be a great event and we do hope you can come and enjoy the show. We look forward to seeing you, so make your plans and get registered. Use the form in this issue.

Need Extras of TNFN?

A limited number of extra copies of The National Falcon News are available for \$3. each to cover shipping and handling. Please request extra copies soon after publication date, they can run out rapidly. Please make checks out to FCA and send to the Editor at the address on page 5.

If you did not receive your monthly copy and your dues are up to date, there is no charge to be mailed a replacement. Please allow plenty of time before requesting a replacement, bulk mail can take up to three weeks to be delivered.

Not Receiving Your Magazine?

Address Changed?

Please address all membership matters to Corresponding Secretary Denise Sword. Her information is on page 5.



THE FALCON CLUB OF AMERICA, INC. is a nonprofit organization dedicated to preserving the FALCON Automobile built by the Ford Motor Company from 1960 to 1970. The FCA was founded by Roy Sword in 1979 and is incorporated under Arkansas state law. Yearly dues to The Falcon Club of America are \$25. (\$30 for Western Hemisphere, \$40 for international members offshore, payable in U.S. funds) and are payable to: The Falcon Club of America, P.O. Box 113, Jacksonville, AR 72078-0113. The National Falcon News is published monthly with information submitted by members. All copy and advertising for *The National Falcon News* should be sent to the Editor, Wendelyn Crosby, 16318 Riggs Rd., Stilwell, KS 66085.

Please mark "FCA" on outside of envelope. E-mail address: wcrosby62@sbcglobal.net. No phone calls or faxes for Falcon Club business, please. No exceptions.

Service Stations of The Past

These views of gas stations of the past are from the Internet, via Lenny Kellogg (FCA #3272) of Loveland, Colorado.

The captions came along with them.



Land was not at a premium then like it is now. Note the wide open layout and the nice row of little trees. This was a Texaco Gasoline Motor Oil Service Station. The concept had become a service station, which included more than just filling your tank. They even filled it for you, no self-service needed.



Looks like an early mall. At one location, you could fill up your tank, get a loan so as to look prosperous with a new suit, and have a meal while your spark plugs were changed. Now, you almost need a loan to fill the tank!

More on page 26

Service Stations of The Past



Dome Gas. You better try it because It is Better. It better be good since they want 23 cents a gallon for it!



Here we have Super Motor Fuel. Dome Gas may be better, but this stuff is SUPER!



Note the name of the station Toot-An-Kum-In. King Tut was big news in the twenties so why not capitalize on it. This is a really modern looking station with the full roof and multiple islands of pumps. Amoco (BP) Gas is still around today but what does filtered mean? Is all other fuel dirty?



Simplicity itself. No name gas and motor oil for 20 cents a quart.



Four Wheel Drive Autos sales and service. The SUVs of the 20s. 4WD gas is only 20 cents a gallon!



Lehmans Tire Shop. Barney Oldfield tires only \$9.99 each. Sounds kind of expensive. Note the water can by the side of the road and the barricades around the trees. Maybe people just drove up on the sidewalk to get their tires and the trees were in the way.



Maybe there were no signage limitations back then. Eleven Texaco signs on this station.



Ford Sales and Service. Look at all those Model Ts.



The place is a Texaco Gasoline Filling Station (primarily they filled gas tanks). But what is that contraption with the ramps? The mechanism appears to be driven by the cars wheels. Hydraulic lines go to that can with a raised top. What could it be? A pump for lubing the under parts? The little sign does say Havoline which was the Texaco brand name for its oil products. An early engine dynamometer? Maybe it is a primitive car wash.

BALLAST TYPE RESISTORS

These are used mostly on MoPar and GM products and are usually located on the fire wall. They're usually white porcelain/ceramic with a resistor type wire coiled between two terminals. This coiled resistor is usually on the backside and hidden from view. These types of resistors are great replacements for bad resistor wires and are available at any parts store. To check these type of resistors, turn the ignition key on with the points dosed. Using the 0-C volt function of your VOM, connect the negative lead to ground and touch the other lead to first one terminal of the resistor and then the other. If the terminal with the wire from the ignition switch has 12 volts and the coil side does not have 6 volts, the resistor is bad. The coil side of the resistor must have 6 volts. If the ignition switch side doesn't have 12 volts there is a defective wire or ignition switch on the ignition side of the system. Some GM cars used a resistor wire (like a Ford) on their 6 cylinder models and a ballast type resistor on their V8 models.

I've come across several engine conversions where they left the 6 cylinder resistor wire in and added the ballast type resistor from the V8! This cuts the voltage in half again or clear down to 3 volts! And they wondered why it was hard to start and ran lousy despite their replacing distributor, coil, cap and rotor.

STARTING VOLTAGE AT THE COIL

When starting a 12 volt system, the resistor from the ignition switch to the coil is bypassed. To oversimplify this a lot, when the starter solenoid is engaged, a metal bar inside the solenoid comes into contact with a small terminal that protrudes through the shell of the solenoid (this terminal is the one nearest the cable that goes to the starter itself). This bails supplied with 12 volts during engagement of the solenoid. A separate wire runs from this terminal to the ignition switch side of the coil and provides 12 volts to the coil during starting. This effectively doubles the coil output voltage during cranking. Thus a coil rated at 20,000 volts produces about 40,000 volts while the solenoid is engaged. The instant the solenoid engagement ceases, the system returns to normal mode (bar retracts) and utilizes the ignition switch and resistor to provide 6 volts to the coil and distributor. This feature greatly assists starting in cold weather.

SPARK PLUG WIRE RESISTANCE

The type of plug wires most often used has a carbon impregnated string, or a variation thereof, for a conductor. This is done to eliminate radio interference. These strings break internally through misuse..., such as when removing the wire from a spark plug. Using the Ohm function of your VOM, we can measure the resistance of the plug wire to determine if the conductor is bad. Connect a lead to each end of the wire and read the resistance. The resistance should be close to 1000 ohms per inch for carbon impregnated string.

Some plug wires use stainless steel or copper conductors with a resistor (sometimes called a radio noise suppressor) in the spark plug boot itself. The resistance of these boots will vary according to each manufacturer. Compare the ohms for similar lengths of plug wires from the same set to determine if there is a bad wire.

NEVER pull on a plug wire to remove it. It will ruin it every time—it may not show up right away, but it will down the road via a fouled spark plug. Replacing with new plugs will only be a temporary cure. The only permanent cure is to replace the plug wire. Pull ONLY on the boot itself. These boots can stick very tightly to the porcelain plug and you may have to pry the boot off with a screwdriver or something. When you're ready to push the wires back on the plugs, smear a little silicon die-electric grease on the inside of the rubber boot using a small electrician's screwdriver and they'll slip right off next time.

An old trick we used to use before the advent of today's suppressor plug wire was to tie an overhand knot (like the first knot you make when tying your shoe) in the high tension coil wire. It will have to be taped to keep it from coming loose. This creates a magnetic field of sorts that helps suppress ignition noise. I used one for several years on my '66 when I couldn't cure the ignition noise in a particular radio. Along these same lines, we sometimes run across a radio suppressor in the middle of the coil wire. These essentially work by reducing the voltage being supplied by the coil. I remove them whenever I see one since they hurt performance and make for hard starting when hot.

A note here about hi-output ignition systems and their spark plugs. These really put out high voltage. This high voltage will easily track down a dirty plug and cause a misfire. When pulling plugs, clean the porcelain with any non-petroleum cleaner (alcohol, lacquer thinner, electric contact cleaner, etc.) to remove all hints of grease or oil. Do NOT touch this clean porcelain with your fingers since the slightest amount of grease or oil (body oil included) will result in plug misfires. Pick the plug up by the threads and put it into your plug socket wrench. The socket wrench should be cleaned with the non-petroleum cleaner and a clean dry rag. Then start it into the head using the socket wrench so nothing greasy ever comes into contact with the clean porcelain.

USING A LIGHT FOR A FUSE

Ever have an electrical short you couldn't find because it kept blowing a fuse the minute you plugged in a new fuse? A neat trick I've used for about 40 years or so is to substitute a light bulb for the fuse! I take an old dash light bulb and socket that has a wire pig tail.

Solder another length of wire to the outside of the brass socket shell and then solder alligator clips to each wire. Now all you have to do is to remove the blown fuse and connect an alligator clip to each end of the fuse holder. You've essentially substituted a light bulb for the fuse. When the light is on, you have a short (the short acts as a ground for the bulb). Move wires around and check connections until the light goes out then you'll know where the short is. One of the neat things about this is that you won't catch the electricians on fire like when you substitute a piece of copper tubing for the fuse and then make the traditional 'smoke test' to find the trouble. This test light can also be used to check a wire to see if it has voltage (hot) like locating which wire is hot when the ignition switch is on.

—Reprinted from The Desert Flyer, Newsletter of the Arizona Chapter; Bill Lind, Editor.

Falcon Family Photos

Ben Townshend



Ben Townshend's 1964 Falcon Futura was bought on eBay for \$5200. It was transported from Monroe, Michigan to Dana Point, California. It had very minimal rust and Ben asked the owner how that could be and she replied that she only drove it in the spring and summer, no harsh winters, and very little rain. It was always covered or garaged. It had 84,000 miles on it. It was a 144 cu. in. six cylinder with Ford-o-Matic. Now it has a 347 stroker with T-5 manual toverdrive and Currie 9" with all wheel disc brakes and 16" and 17" Cobra wheels. The side pipes are functional, it has rack and pinion steering and leather seats. Ben says, "It still needs some more cosmetics..."

The paint is original with the exception of the teardrop hood. He plans to fabricate a Mustang hard tonneau over the convertible top, as they are on the Mustangs.

Bob Woodward



Bob Woodward, new member from Cockeysville, Missouri sent this photo of his current Falcon, his third. It is a 1964 two door Futura that has been converted from a six cylinder three speed to a 289 four speed. He is planning to install a T-5 five speed over the winter.

The 289 has a cam and solids, a 4 bbl, headers and electronic ignition.

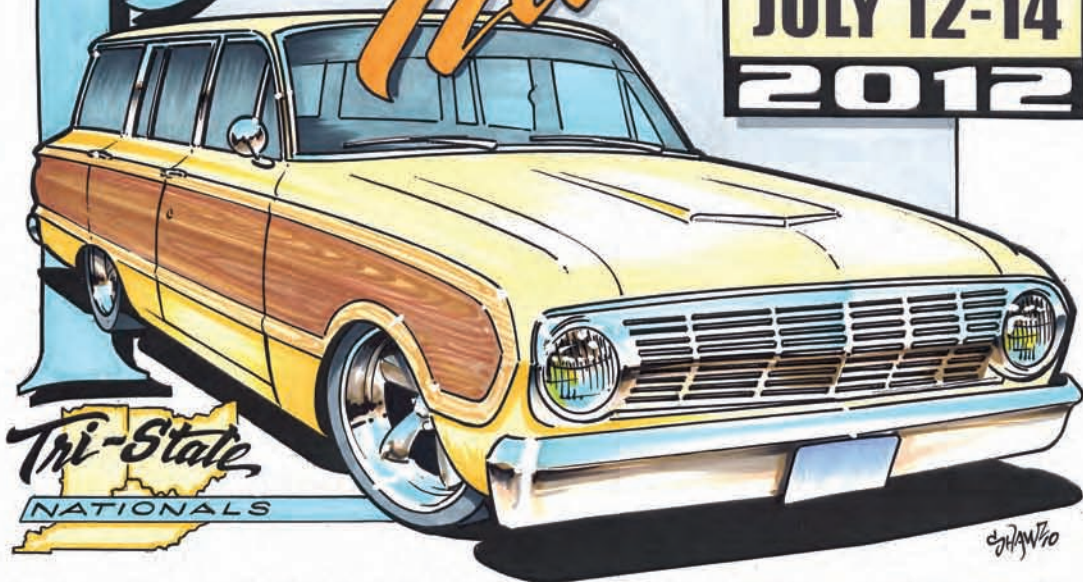
Bob writes, "I am a Ford nut, I like Falcons the best. I drive it all the time and love it. I have had some expensive hot rod Fords but none of them got the attention the Falcon does. I am looking forward to my membership."



FALCON

Nationals

JULY 12-14
2012



LOUISVILLE, KY.



33rd Falcon Nationals 2012 Tri-State Nationals, Louisville KY

Louisville, KY- It's never too early to plan ahead. The Bluegrass, Hoosier and Ohio Valley chapters of the FCA are doing just that. We are already looking forward to July 12-14 of 2012 when we will be hosting the 33rd annual Falcon Nationals in Louisville KY. The host hotel for the event will be the Fern Valley Hotel and Conference Center just minutes away from downtown Louisville and many area attractions. Our goal is to make this event affordable, accessible and entertaining! Affordable because we have negotiated a double occupancy room rate of only \$79.00 per night. Even better this price includes a delicious buffet breakfast the next morning. How's that for southern hospitality? Accessible because the Louisville location is centrally located for a good portion of the FCA membership. Entertaining, well you will just have to wait and see what is planned but we can promise you won't be bored during your stay with us.

The Tri-State Nationals: Three chapters, three states, three times the fun!
We are hoping you will make plans to be there in 2012.

Contact: Dale Daughtery

Phone: 502-231-8715

Email: drdwolfe@att.net

Website: www.tristatefalconnationals2012.com

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CC-EMB24 "Ford Oval" - Logo, Black ea 29.95



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